Greenfield, Corporate, Joint Sector Airport, built and managed to international standards through the National Fund for Airport Development;

(b) if so, the details in this regard;

(c) whether it is a fact that implementation of the project is held up on account of the delay in framing certain rules and guidelines pertaining to Advance Development Fee (ADF) and modalities for passing on of the fee collected etc.; and

(d) if so, the details in this regard and steps taken to expedite framing of the rules/guidelines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) to (d) Do not arise.

Mandatory checking of aircrafts

3198. SHRI ABU ASIM AZMI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that these days Indian Airlines and Air India aircrafts are not checked properly before flying most particularly on 15th April, 2006;

(b) if so, whether it is also a fact that recently some tyre pieces of such aircrafts were found at Delhi and Mumbai airports;

(c) the reasons for not taking action for proper checking of the aircrafts and persons responsible for such negligences;

(d) what action is being taken against them; and

(e) the total number of air passengers for Indian Airlines and Air India suffered loss due to these negligences and how the flights were delayed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir, All aircraft are maintained under Approval System where DGCA accords approval to a firm on complying with the requirements of manpower, literature and infrastructure. The maintenance programs of the aircraft are approved

by DGCA basd on the manufacture's requirements and are followed by the operator. All inspections including the checks before flights as called for in the maintenance program are carried out by Air Maintenance Engineers.

(b) Some cases of tyre burst incidents have been reported at Delhi and Mumbai airports in respect of India Airlines and Air India Airplans.

(c) and (d) the airworthiness control and the safety oversight required to be exercised on the engineering activities by the operators is carried out by DGCA officers. Ail incidents and accidents are investigated and remedial action taken to avoid recurrence. If after investigation, it is found necessary by the DGCA and/or the operator, responsibility is fixed and action is taken against the person(s) concerned.

(e) No such record is available with Air India and Indian Airlines.

Improvement in flight operations

3199. SHRI THANGA TAMIL SELVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the value of passenger air traffic during the last three years, year-wise and sector-wise;

(b) the details of infrastructure development at the airports during the past three years;

(c) the reasons for the regular delay/cancellation of flights etc; and

(d) the steps taken to improve the efficiency of flight operations?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The year-wise total number of air passengers handled at various airpots during the last three years *i.e.* 2003-04, 2004-05 and 2005-06 is 487.8 lakhs, 596.84 lakhs and 733.38 lakhs respectively. Airports Authority of India (AAI) does not maintain sector-wise passenger traffic.

(b) During the last three years, various infrastructure development works relating to expansion/strengthening and construction of runway, terminal buidling, apron, isolation bay, link taxiway, taxi track, landing facilities, parking bays, car parking etc. have been undertaken by AAI at Delhi, Mumbai, Kolkata, Chennai, Trivandrum, Amritsar, Jaipur, Bhuj, Surat, Lucknow, Agartala, Porbandar, Bhavnagar, Jammu, Varanasi,